

In the Specification:

On page 2, please amend paragraph [0005] as follows:

--[0005] In order to achieve the above object, the present invention provides a pneumatic tire including a tread surface having a direction of rotation of the tire which is specified in one direction, the tread surface comprising: a first main see-through groove extending in a circumferential direction of the tire in a region of from 4% to 15% of a ground contact width of the tire from an equatorial plane of the tire toward each of left and right sides; ~~rug~~lug grooves obliquely extending from the first main see-through grooves toward outer sides of the tire in a reverse rotational direction of the tire so as to communicate with ground contact ends of the tire, the ~~rug~~lug grooves being disposed at prescribed intervals in the circumferential direction of the tire; blocks being defined by the ~~rug~~lug grooves and the first main see-through grooves; V-shaped transverse grooves being disposed between the first main see-through grooves at prescribed intervals in the circumferential direction of the tire, the transverse grooves having vertexes that face to the reverse rotational direction of the tire; and blocks being defined by the transverse grooves and the first main see-through grooves, wherein each transverse groove has a groove width W measured in the circumferential direction of the tire, the groove width W being ranged from 0.1L to 0.25L with respect to a tire circumferential length L of the block adjacent the transverse groove, a ratio ACA/GCA of a total ground contact area ACA of the blocks to a ground contact area GCA of the entire tread surface being 55% to 75%.--

On page 3, please amend paragraph [0007] as follows:

--[0007] Although a directional tread pattern having ~~rug-lug~~ grooves inclined in the reverse rotational direction of the tire tends to collect water in the center side of the tire during traveling on wet road surfaces, the transverse grooves are arranged so as to be in V shapes having vertexes facing to the reverse rotational direction of the tire, as described above, whereby water removed by the edges of the blocks providing water screen removing effects smoothly flows into the first main see-through grooves through the transverse grooves. Therefore, the ground contact properties of the blocks with wet road surfaces or icy road surfaces can be secured in the center region of the tread surface, whereby braking performance on wet road surfaces can be enhanced, and braking performance on ice that is equal to or more than that of the prior art tire having a center rib can be obtained.--

On page 4, please amend paragraph [00011] as follows:

--[0011] Two narrow circumferential grooves 3, which ~~extends each~~ extend in the tire circumferential direction T and are smaller in groove width than the main see-through grooves 2, are symmetrically disposed on the left and right sides of the tire equatorial plane CL, one of the two narrow circumferential grooves 3 being placed between the first main see-through groove 2A located on the left side of the tire equatorial plane CL and a second main see-through groove 2B disposed outwardly thereof, the other one of two narrow circumferential grooves 3 being placed between the first main see-through groove 2A located on the right side of the tire equatorial plane CL and a second main see-through groove 2B disposed outwardly thereof.--

On page 5, please amend paragraph [0012] as follows:

--[0012] Left and right first ~~rug~~lug grooves 4, which obliquely extend from the two first main see-through grooves 2A toward the outer sides of the tire in the reverse rotational direction of the tire and communicate with the second main see-through grooves 2B, are disposed at predetermined intervals in the tire circumferential direction T. Left and right second ~~rug~~lug grooves 5, which extend from the two second main see-through grooves 2B toward the outer sides of the tire and communicate with and extend outward beyond the ground contact ends E of the tire, are provided at predetermined intervals in the tire circumferential direction T. The first ~~rug~~lug grooves 4 are offset from the second ~~rug~~lug grooves 5 in the tire circumferential direction, and many blocks 6 are defined by the main see-through grooves 2, narrow circumferential grooves 3, and first and second ~~rug~~lug grooves 4 and 5.--

On page 7, please amend paragraph [0017] as follows:

--[0017] Although a directional tread pattern having left and right first ~~rug~~lug grooves 4 inclined in the reverse rotational direction of the tire tends to collect water in the center side of the tire during traveling on wet road surfaces, the transverse grooves 7 are arranged so as to be in V shapes having vertexes a facing to the reverse rotational direction of the tire, whereby water removed by the edges of the blocks 8 providing water screen removing effects smoothly flows into the first main see-through grooves 2A through the transverse grooves 7. Therefore, in the center region of the tread surface 1, the ground

contact properties of the blocks 8 with wet road surfaces or icy road surfaces can be ensured, thereby allowing braking performance on wet road surfaces to be enhanced and braking performance on ice that is equal to or more than that of the prior art tire having a center rib to be secured.--